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THICK
CREAM.
See Below.

The China Mail

ESTABLISHED 1845

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BY THE REV. G. A.
BUNN, D.D.L.

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五十年三月二十日

HONGKONG, MONDAY, DECEMBER 15, 1913.

中國大業年報

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Fine work done by hand only.

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SPORTING.

Cricket.

CHAIENGOWER & ARMY STAFF.
The friendly match, played at Happy
Valley on Saturday, was drawn. Score:

ARMY STAFF.

Capt. Farmer, b Braga, b Davierwalls 39

Inst. May, c Tata, b Carvalho ... 3

Lieut. Heygate, b Carvalho ... 0

Major Morgan, b Carvalho ... 0

Capt. Greenfield, b Pestonji ... 18

Maj. Gen. Kelly, c Hancock, b
Pestonji ... 4

Bomb. Williams, b Pestonji ... 4

Corp. Lafor, b Pestonji ... 0

Pte. Dickson, c Carvalho, b Davierwalls 3

Pte. Inglesfield not out ... 33

Pte. Iles, b Carvalho ... 19

Extras ... 7

Total ... 130

BOWLING ANALYSIS.

O. M. E. W.

Hancock ... 8 36 2

Carvalho ... 6 22 4

Pestonji ... 11 45 0

Davierwalls ... 1 20 2

C.C.C.

F. K. Tata, c Morgan, b Farmer ... 23

J. D. Nori, b Morgan ... 8

R. A. Carvalho, b. w. Morgan ... 38

G. A. Hancock, b Morgan ... 18

R. Braga, b Morgan ... 7

L. A. Rose, not out ... 8

R. Pestonji, b Morgan ... 0

G. F. Lafor, run out ... 0

R. Davierwalls, not out ... 0

Extras ... 10

Total (9 wkt.) ... 117

BOWLING ANALYSIS.

O. M. E. W.

Morgan ... 16 24 6

Farmer ... 15 24 1

Heygate ... 3 17 8

Williams ... 2 8

KOWLOON V. POLICE.

Kowloon secured a decisive victory over the Police in their legal engagement on the Happy Valley on Saturday. Bathing firm Kowloon declared at 157 for five (B.D. Evans having contributed 87 of this total) and the Police were only able to put together 58 before the bowling of Overy, Evans and Goldsmith. Scores:

KOWLOON.

P. W. A. Wilkie, b Alexander ... 5

B. D. Evans, b King ... 87

L. W. Whyte, b King ... 17

A. J. F. Hayes, b Kelly ... 5

J. Sallies, not out ... 37

L. J. Blackburn, b Cook, b Grinnell 0

D. J. Macdonald, b King ... 0

H. E. Goldsmith ... 0

L. O. Collins ... 0

P. R. Wolff ... did not bat

H. Overy ... Extra ... 6

Total ... 157

BOWLING ANALYSIS.

O. M. E. W.

Kelly ... 1 32 1

Alexander ... 4 23 1

King ... 6 3 3

Macdonald ... 3 24 0

Grinnell ... 1 4 1

Police ... 0

Goldsmith, b Goldsmith ... 13

McLennan, b Collins, b Evans ... 1

Abdullah, b Evans, b Overy ... 3

Baker, b Evans ... 20

P. R. Evans ... 2

Woodcock, b Evans ... 0

Kelly, b Goldsmith ... 0

Collins, b Goldsmith ... 0

Cotton, not out ... 0

Extras ... 8

Total ... 68

BOWLING ANALYSIS.

O. M. E. W.

Overy ... 10 9

Evans ... 27 9

Goldsmith ... 20 2

BUSINESS NOTICES.

CREAM!

MILKMAID THICK RICH CREAM

A CREAM THAT CAN BE WHIPPED, BUT CANNOT BE BEATEN.

It is simply PURE CREAM.

Contains NO PRESERVATIVES.

Makes splendid ICE CREAM.

Excellent with Stewed and tinned Fruits, Fruit salads etc.

Packed in 3 sizes of tins.

25 cts. per 4 oz. tin
35 " " 6 " " Nett weight
60 " " 11 " "

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H. RUTTONJI & SON

THE FRENCH STORE
THE SINCERE CO.

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Hongkong, Feb. 3, 1912. 296

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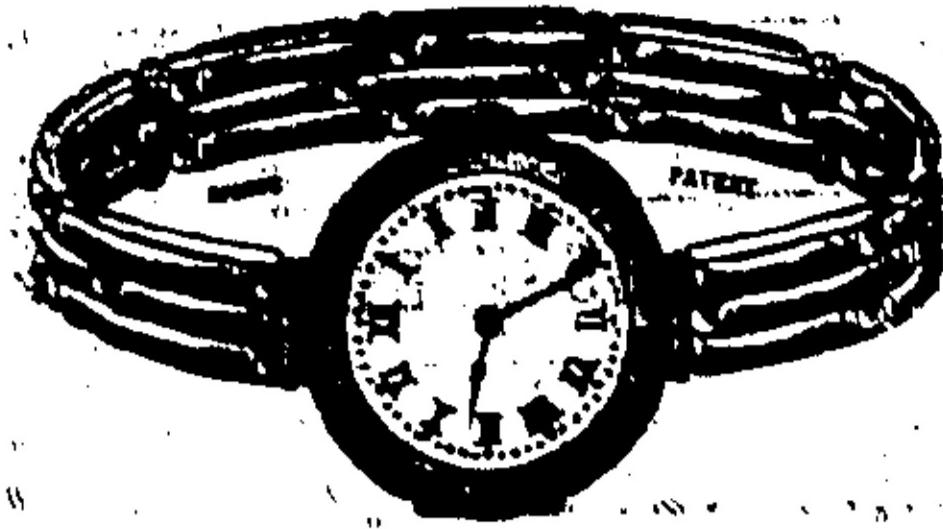
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SHIPHANDERS, SAILMAKERS, PROVISION MERCHANTS, COAL
MERCHANTS, &c., &c., OF FIFTY YEARS STANDING.
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WE TEST YOUR EYES



and fit proper lenses. If you do
not see as you once did your eyes
should have im-
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HONGKONG

Hongkong, Dec. 2, 1913. 1484

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Clarendon and Nonpareil Modern,
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In good condition. Send off to
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Agent.

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Burroughs and Watts

BILLIARD TABLE

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Hongkong, June 1, 1910. 148

THE 'CHINA MAIL'

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Communications relating to news should
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Correspondents must forward their
names and addresses with any communica-
tion addressed to the Editor, not necessarily
for publication but as evidence of good
faith.

All matter for publication should be
written on one side of the paper only.

No anonymously signed communication
that has already appeared in any other paper
will be inserted.

Letters relating to business should be
addressed to THE SECRETARY.

Orders for extra copies of the 'China
Mail' should be sent as soon as possible as
the supply is limited. Cash 10 cts.; Credit
20 cts. per copy.

Alterations and additions to Advertis-
ements on pages 1, 5, 7 and 10 should be
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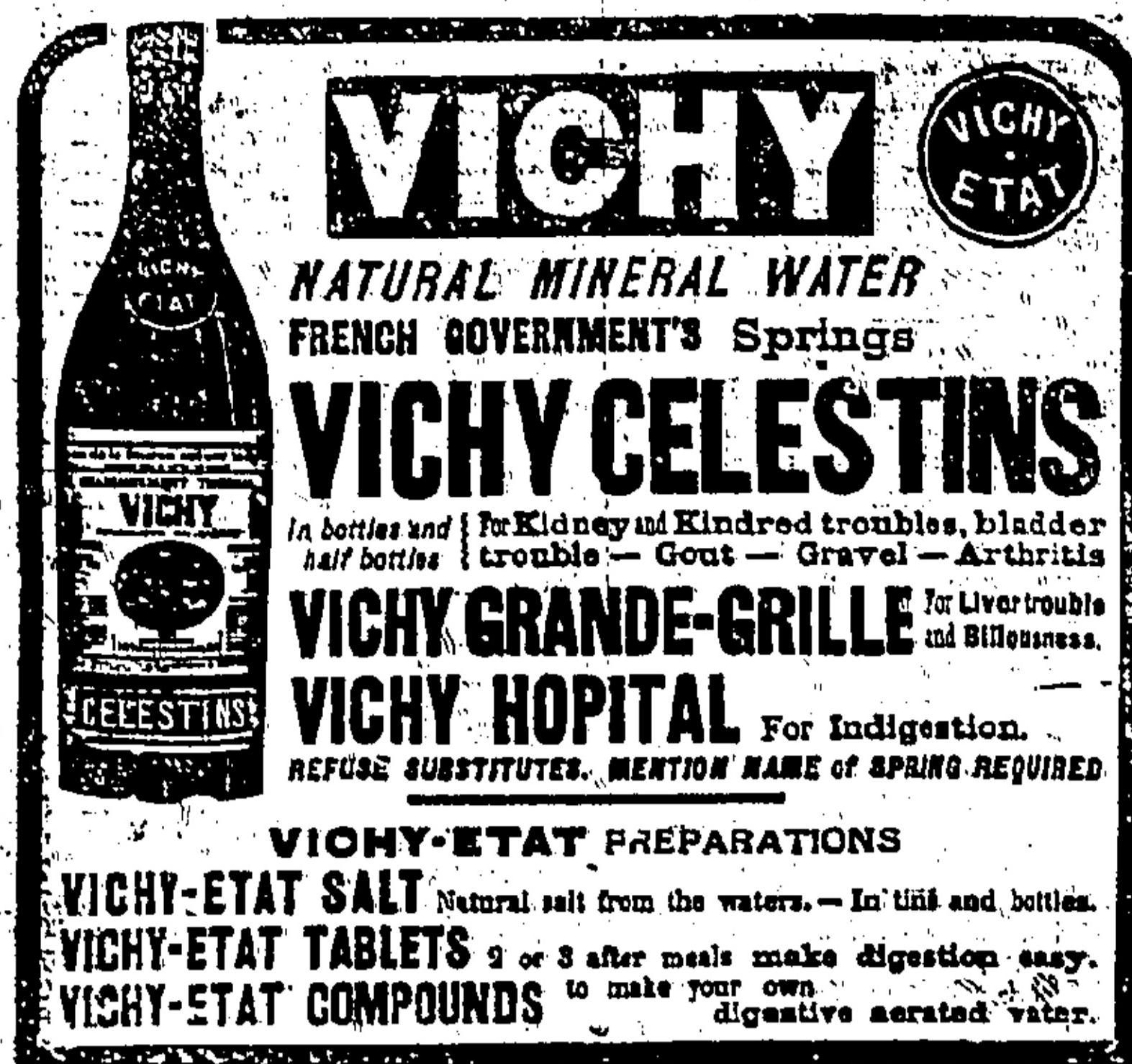
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Price 40 cents.

THE CHINA MAIL

DEATH OF CAPTAIN FROGART.

The Inquest Resumed.

The inquiry into the circumstances attending the death of Captain H. Frogart, 1st of the C.M. & A. Irene, who was found last week with a bullet wound through his head about a mile from the Bulding Well Road police station, was continued yesterday morning, says the "N. C. Daily News" of the 10th inst., before Mr. W. R. Strickland, H.M. Coroner.

The Coroner, at the opening of the proceeding, said that in fairness to the witness Krubbel, he ought to say he did not want to censure him on Friday last. All that he (the Coroner) wanted was to get things quite clear in his own mind. The newspaper report was quite correct, but things which appeared plain in one's mind when spoken often looked different in print. If Mr. Krubbel did what he honestly thought was best for the injured man he did not think they should blame him on the ground that many people might have acted otherwise in like circumstances.

Dr. Murray stated that on Friday he made a post-mortem examination of the body. The wound was two inches behind the right eye, and there was some scorching of the skin. The bullet passed through the brain, fracturing the skull on the other side, and lodged in the skin, where it was found two inches above the left ear. The bullet had taken an almost straight line. Death was probably instantaneous. It was impossible to say whether the wound was self-inflicted, although it was quite consistent with that theory. There was nothing to show whether the deceased was in a standing or sitting position when the wound was inflicted.

Captain W. H. Lum, marine superintendent of the China Merchants' Company, stated that the deceased had been with the company since October, 1890. He considered him a very able man of strong character. He was sober, and abstemious, and witness thought him a very good man.

The Coroner: Was any inquiry made into this business of the Japanese ship?

Captain Lum said the only inquiry he knew of was when the people were on board the Irene in Shanghai. There had been an inquiry in Amoy, and when the vessel arrived in Shanghai the Japanese Vice-Consul and the Deputy Commissioner of Foreign Affairs were on board to identify the goods, and witness went with them.

The Coroner: Is the incident closed, do you think? — As far as I know, it is. I believe a report was sent by the deceased to you from Amoy? — Yes. I find his report.

Is there any objection to the report being made public? — No, I think you can make it public.

From what you know of Captain Frogart do you think he would have done anything in the nature of what is suggested by these reports?

Captain Lum said he thought that was the whole cause of the death of the deceased. Having had a strained time in Amoy, he thought the reports affected him that way. He could not sleep, and was rather in a nervous condition. Was he very much upset when he got to Shanghai? — The witness said that when he saw Captain Frogart the next morning he was very restless, but he could see that he was labouring under a mental strain. He could see that the Captain was suppressing his feelings.

Was he the kind of man, do you think, that this sort of thing would affect in a peculiar way? — I would not like to say so. I have never seen him excited; that I know of. Captain Lum added, that in this case he knew the deceased was very much affected.

Mr. William Henry Benny, assistant manager of Messrs. I. Beck and Company, stated that he was a friend of Captain Frogart. He last saw him about a quarter to twelve on Wednesday night, the deceased having dined with him in his house. About a quarter of an hour before he left, the deceased mentioned the master of the Japanese steamer to him, and said he was in great trouble. He gave him the impression that he was very much upset.

The Coroner: Had you any reason to suppose at that time that his mind was unbalanced? — Having known him for two years in different circumstances I never saw him in such a condition as he was on that occasion.

Did he give you any indication that he was going to take his life?

The witness replied that the deceased did not give him any specific indication. He thought he was a man of too strong a character to do a thing of the sort.

The deceased appeared to be terribly overwrought over the Japanese affair, and he was a very sensitive man. When he left the house, the deceased promised him that he would go to his ship, and witness thought that he would do so.

The Coroner: Did he say that he would go to his ship? — The deceased had better not approach him, and the Irene came into port, because he thought one of the officers of the ship would give definite evidence of their deceased state of mind. There was one point still, he would like to be told, that the deceased

the public would want to know. — The deceased was alone in the cabin, and the master of the vessel, as far as he could

see, was not present. — The deceased

Captain Lum's report.

The report sent by Captain Frogart from Amoy to Shanghai, and which was mentioned during yesterday morning's proceedings, is as follows:

"I beg to make the following report concerning the arrival Japanese steamer Shihoku Maru."

"The s.s. Irene, 1st, Newchow on Saturday November 13. The second officer came to my room at 10.30 a.m. stating that there was a steamer in the sinking canal about four miles distant on our starboard beam. I told him to steer towards her. I then hurriedly dressed and went on the bridge myself. As we got nearer still we could see the ship was deserted; she appeared to be on the point of founders shortly; she was also smoking somewhere in the midship houses and as we passed close to her there was a strong smell of burning. I lowered a boat, and proceeded to her, together with the chief and second engineer and four sailors to man it, the chief officer being left in charge of the Irene. As a precaution, I thought the ship sank too rapidly, we woe lifeboats. After rowing right round her we eventually thought we would take the risk and go on board and see what could be done. We climbed over the starboard side aft and found the stern was so low that the after deck was all awash, although the water at this time was quite smooth. Feeling now quite sure she was dangerously near sinking and that she was smoking still more amidships, we hurriedly collected what we could to get away as quickly as possible; there was still one lifeboat in the sinking ship on the starboard side and a small boat had taken it. I wished to save it. I told the chief engineer to hurry away with our boat and bring a few more sailors so that we could get it into the water, but before the boat could reach the Irene the Shihoku Maru broke into violent flames amidships and we shouted for the boat to hurry back. The boat hastened back and we all returned on board the Irene. The wind was freshening the whole time and that of course fanned the flames. After we got over our scars it still seemed there was a chance to save the boat. So hurriedly manning the boat again, and this time taking the 2nd officer and 3rd engineer, went off again, but before we could reach her the boat itself caught fire and blazed fiercely. The others then asked whether we might board over the stern, which was so low in the water, and set fire there was anything in the after house to save. I gave my consent and we got on board, but the smoke and heat were unbearable, and after a few hurried minutes we got into the boat again and went right back to our own ship. I was just on the point of going away, considering the ship would go down before anything else could be done, when we sighted a steamer's smoke on the horizon to the S.W., and I determined to wait her arrival. After some time it transpired to be a Japanese two funnelled cruiser. She came right up and lowered several boats, which proceeded right to the wreck with what seemed to be pumps and salvage gear. I still waited on, thinking she might wish to communicate and put a side ladder over, as one boat at first appeared to be coming my way. I also had the signal book on the bridge but not finding a suitable signal and having already wasted a lot of time I decided to proceed on my way. Over the starboard side forward of the vessel there hung over the bulwarks a large iron drum or ash bucket full of burning coal and on the deck close at hand kerosene tins and other vessels containing a dark oil, the forward deck near the house was all saturated with spill oil and there was a quantity of oakum lying about, some of which possibly had been used for fires or distress signals. The mid houses were bodily broken up and somewhere inside the breakage there was a scalding fire; the holds and engine room were almost filled up with water, which surprised me. However, she kept astern.

Over the side were hanging ropes and broken wire, as if an attempt to tow her had been made. Both anchors were lost, also the starboard cable, while a short length hung loose from the port davit. Everything round the docks appeared to be broken up and in a terrible mess.

On arrival in Chefoo I reported the matter to the Customs officer who boarded for him to report to the authorities.

Amoy is a strange port to me, and after our arrival in harbour we were boarded by the various authorities. As you will

know, it was my fixed intention to take all the salved goods to Shanghai and hand them over to our headquarters for our superiors to find the rightful owners and claim payment."

The Coroner: Had you any reason to suppose at that time that his mind was unbalanced? — Having known him for two years in different circumstances I never saw him in such a condition as he was on that occasion.

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see, was not present. — The deceased

His Britannic Majesty's Ships on the China Station.

Name	Class	Tons	Guns	L.H.P.	Commander	Last reported
Alacrity	despatch vessel	1650	2	3000	Comdr. Anfield Cochrane	Hongkong
Atlas	Admiralty tug	—	—	—	—	Hongkong
Bramble	river gunboat	710	2	900	Lt.-Comdr. R. S. Pritchard	Shanghai
Britannia	river gunboat	710	2	900	Lieut.-Comdr. W. H. Maxwell	Shanghai
Cadmus	sloop	1070	6	1400	Comdr. H. P. E. T. Williams	Hongkong
Cherub	water tank and tug	390	—	300	Comdr. Colin Mackenzie, D.S.O.	Shanghai
Olio	sloop	1070	6	1400	Comdr. Colin Mackenzie, D.S.O.	Shanghai
Fame	torpedo boat destroyer	10,850	10	20,500	Capt. M. R. Hill	Hongkong
Hampshire	cruiser, 1st class	—	—	—	Capt. J. C. G. Fleet	Yangtze River
Kinah	tirr gunboat	116	4	1300	Capt. H. G. P. Fleet	Hongkong
Merlin	sloop	1040	—	—	Capt. K. B. Kiddie	Hongkong
Minochra	cruiser, 1st class	14,000	—	27,000	Comdr. Alan Dixon	West River
Moors	river gunboat	130	2	800	Comdr. Frederick A. Powles	Hongkong
Newcastle	cruiser, 2nd class	4900	12	22,000	Lieut.-Comdr. Malcolm Murray	Hongkong
Nightingale	river gunboat	88	2	240	Lieut.-Comdr. R. Wilkins	Hongkong
Otter	torpedo boat destroyer	350	—	800	Lieut.-Comdr. E. J. G. Mackinnon	Hongkong
Ribble	torpedo boat destroyer	590	—	7000	Comdr. N. E. Archdale	Hongkong
Rosario	depot ship, submarine	980	—	1400	Comdr. Alan Dixon	West River
Robin	river gunboat	75	2	900	Comdr. Nash	Hongkong
Sandpiper	river gunboat	88	2	240	Lieut.-Comdr. L. A. S. Hutton	West River
Snipe	river gunboat	85	2	240	Comdr. Maurice B. Leslie	Yangtze River
Taku	torpedo boat destroyer	350	6	4500	Commer. W. H. Ryder	Yangtze River
Tamar	receiving ship	6500	—	—	Commod. R. H. Astorther, C.M.G.	Hongkong
Teal	river gunboat	130	2	800	Lieut.-Comdr. Hon. G. Stopford	Upper Yangtze River
Thistle	river gunboat	710	2	900	Lieut.-Comdr. H. R. Cottrell-Dorner	Hongkong
Triumph	battleship	11,985	18	12,500	Capt. P. Streetfield, M.V.O.	Hongkong
Uak	torpedo boat destroyer	580	—	7500	Lieut.-Comdr. Maxwell	Hongkong
Virago	torpedo boat destroyer	355	—	6300	Lieut.-Comdr. Badham-Whetham	Hongkong
Welland	torpedo boat destroyer	590	—	7500	Comdr. Seymour	Hongkong
Whiting	torpedo boat destroyer	320	6	5800	Lieut.-Comdr. R. Neville	Hongkong
Woodcock	river gunboat	130	2	500	Lieut.-Comdr. M. Blackwood	Upper Yangtze River
Woodlark	river gunboat	150	2	500	Lieut.-Comdr. Lloyd</	

The Finest Scotch

Watson's



Whisky

A. S. Watson & Co., Ltd.

Alexandra Buildings.

AN
IDEAL
CHRISTMAS
GIFT

THE
VICTOR-VICTORIA



NO HOME IS COMPLETE
WITHOUT ONE

Prices from \$35.

NONE ENGINE
WITHOUT THE DOG MARK
SEE THAT YOU GET IT

S. MOUTRIE &
CO., LTD.

EXCLUSIVE DISTRIBUTORS.

BRASS
COPPER &
ALUMINUM
CAKE STANDS

BRASS & COPPER
SPIRIT KETTLES

ELECTRO PLATE

WARE
CASES OF
FISH & DESSERT
EATERS.

CUT GLASS
PICTURES

The China Mail

HONGKONG, MONDAY, Dec. 15, 1913.

PRESIDENT YUAN SHIH KAI

MANY people still appear to be under the impression that President Yuan Shih Kai has succeeded in setting up what they believe to be a virtual dictatorship. They go even further: they state that the President has been aspiring or rather intriguing for such a condition of affairs for quite a long time. Their continuance in such a belief is chiefly based upon the recent summary dismissal of members of Parliament connected with the Kuo Ming Tang, an action which they believe was the outcome of selfish ambition on the part of the President rather than his natural opinion that it was the most expedient course to adopt in the present state of China's affairs. The dismissal of the members of the Kuo Ming Tang was certainly a very drastic step, but it was one which perhaps indicates more courage than ambition. Unquestionably, most, if not all, of the rejected Parliamentarians had shown more than a tacit sympathy with the leaders in the recent abortive outbreak, and they do not appear to have done all that might have been expected of them in support of their President, who at such a juncture had a right to expect their utmost support.

It was well known to the President that many of them were in close touch with the Rebel leaders throughout the ridiculous farce in Central China, and he doubtless was and is of

the opinion that the Kuo Ming Tang members, both in and out of Parliament, were among the most active inciters of the rebellion. Such being the case, need it be surprising that the suppression of the Kuo Ming Tang and the rejection of its members who held seats in Parliament was practically simultaneous? Considered impartially one fails to see what other course President Yuan could have adopted in the circumstances; and the step indicates not the action of a President intriguing to become a Dictator but rather that of a courageous and clear-headed man at the helm of state determined to prevent his charge being dashed on the breakers by the irresponsible action of a lot of reckless men actuated principally by personal animosity towards a man who refused to be swayed by them. President Yuan's policy all along had not been theirs; indeed, at times, it was diametrically opposed to it. As events have shaped themselves, it was well for the country that such was the case; for had President Yuan been the pliable individual that most of the hot-headed members of the Kuo Ming Tang expected him to be under the new regime, the progress of the country, little as it has been, would have been very much less; and, indeed, it is not improbable that China might at the present hour have found herself with even more serious difficulties confronting her. President Yuan has proved himself to be a consistently strong man and the one best able to assist his country in her present critical juncture. He, and he alone, among his countrymen thoroughly realises China's position in her efforts to become a modern and progressive nation, and his actions are those of a patriot zealous for the true welfare of his fellow-countrymen. The necessary machinery was not present to enable him to deal with those who lent such conspicuous assistance to rebels—rebels, chiefly because they stirred up serious trouble at a most inopportune time to the detriment of their country's welfare—even more than in their defiance of constituted authority. Even the best of people have their detractors, as it must ever be while human nature is what it is. We repeat that President Yuan seems to be the only man among his countrymen to thoroughly appreciate China's position in her relationship with those countries that must inevitably be deeply interested in such a country as China. More clearly than others does he realise that China's progress must be built upon a solid foundation, even though the initial steps might appear to many to be very slow. He, more than others, comprehends that China will do well to rely upon the assistance of the Foreigner for a long time to come; and more than others does he recognise that the Foreigner is actuated in his efforts to assist China by an impulse creditable to our common humanity just as much as by the fact that the time is now ripe for the natural resources of such a country as China to be used for the common benefit. Instead of being the selfish Dictator that he is erroneously stated to be in certain quarters, President Yuan has proved himself to be an adroit and able statesman who has acted wisely and well for the benefit of his fellow countrymen at a time in their country's welfare that called for the utmost care and prudence. If he had done nothing else than curb the bellicose attitude and the immature policy of such men as revolutionaries frequently "dressed with a little brief authority," he would be thoroughly deserving of his country's gratitude. That he did when he overruled the Kuo Ming Tang when it sought to fulfil its proper functions, and he has done more by writing upon a course that will ultimately lead her to a much higher state of civilization than she has ever before known. In such a position as he occupies, fraught with infinite difficulties, he has kept to the path that can lead the nation to which she has a right to aspire. We therefore repeat that on an impartial consideration of President Yuan's actions he is infinitely more deserving of the title of "uninterested Patriot" than of the obloquy that attaches to the word "Dictator" when applied to him as it has been absurdly applied during the past few months.

WATCH the children's colds and cure them before they weaken the vitality. Chamberlain's Coal Remedy forte is perfectly safe. It has been tested by chemists and pronounced free from all substances and constituents that will cause any ill effect. It is all Chemist's and druggist's

TO-DAY'S SUPREME COURT

MONEY LOAN ASSOCIATION CLAIM.

Before His Honour Mr. Justice Ganzert (P.M.) Judged the Summary Jurisdiction of the Supreme Court today, Chu Chik Kai, sued Sun Kong Tong and Tuan Fong Tai, the claim being brought against the first defendant for payment of \$100, balance due for one instalment payable in respect of a money loan association in which the plaintiff and the first defendant are members, and which is part of the money payable to the plaintiff in respect of the seventh drawing.

Mr. E. Davidson (of Messrs. Hastings and Hastings) appeared for the plaintiff, and Mr. R. C. Faithfull represented the second defendant.

Mr. Faithfull, before the case for the plaintiff opened, said he was faced with the difficulty of not knowing what case he had to meet for the reason that when the action commenced there was only the first defendant as defendant. Then, by an order of his Lordship, the second defendant was added. He did not appear for the second defendant, but his Lordship would notice in the amended writ that the particulars were not amended.

His Lordship: I don't know what case the second defendant has to meet; no cause of action is disclosed against him. (To Mr. Davidson): You will have to amend, these particulars.

Mr. Davidson said he thought not.

His claim was as a member of a money loan association against another member, the first defendant. It was decided a good many years ago by the Full Court that one member of a money loan association could not sue another. That view had been generally acted on here, but the case in question was decided upon a purely legal cause of action. A few months ago it "acted" for the plaintiff in a similar case to the present one, and the former judgment was used against him. The argument with which the objection was answered, and which ultimately proved successful was that the Full Court case was decided before 1901 when an Ordinance was passed which gave the Court jurisdiction in equity, as well as in law, an Ordinance which corresponded exactly with the Judicature Act at Home. In this case it was necessary to join the second defendant, who was the promoter, simply to put the writ in proper form, but the promoter had not been served. The joinder was merely a formal necessity, and did not affect the claim against the first defendant at all.

His Lordship: These particulars are supposed to be a statement of claims, and in a statement of claim you have to say who you are suing. (To Mr. Faithfull): Mr. Davidson: I didn't propose to sue for judgment against the second defendant.

Mr. Faithfull: Then what did you sue him for? You did not have joined him. Mr. Davidson: I am bound to join him. I can amend by saying at the end of the plaintiff's claim, "as against the second defendant as promoter of a money loan association."

His Lordship: I think that meets the point.

Mr. Faithfull: If that is done I shall ask for an adjournment. The second defendant is out of the Colony and I want to call him as my witness.

His Lordship: Why haven't you got him?

Mr. Faithfull: I only had instructions from Saturday.

Mr. Davidson: This is a money loan association; everybody knows what that is.

Mr. Faithfull: This is what the Chinaman said. In my long experience at the Foreign Office I have never known of a case yet where in particular of claim the cause of action is not set out. I submit I am entitled to know what the claim is against the second defendant.

Mr. Davidson: Mr. Faithfull is dealing with this case as if it were an action at law. If it were an action at law I quite agree that I ought to allow my client to act as he sees fit.

Mr. Faithfull: Then what is the fault of the plaintiff?

Mr. Faithfull: That is not my fault. The plaintiff ought to do that.

Mr. Davidson: On the 10th November Mr. Faithfull I submit it is absolutely clear we are bound to know what is the cause of action against the second defendant. The claim against the second defendant is that he has

acted in a manner which is not in accordance with the law.

His Lordship: This case has been hanging on, how long? When did you accept service, Mr. Faithfull?

Mr. Faithfull: That is not my fault. The plaintiff ought to do that.

Mr. Davidson: On the 10th November Mr. Faithfull I submit it is absolutely clear we are bound to know what is the cause of action against the second defendant. The claim against the second defendant is that he has

acted in a manner which is not in accordance with the law.

His Lordship: I will hear the case now. If you apply for an adjournment to call the other defendant I will consider how the costs shall be dealt with.

Mr. Davidson: And the plaintiff was a member of a money loan association of the "bad kind," the rules of which

do not allow him to make a profit.

His Lordship: I will hear the case now.

If you apply for an adjournment

the donations set out below. Further contributions will be gratefully received by the Hon. Treasurer, Mr. E. B. L. Bowley.

Amount already acknowledged \$10,704.47

Mr. G. M. Harston, proceeds of Concert 400

Mr. W. H. Dymond, paid to Fund 100

Furnishing Fund 100

The Hongkong Mummers 100

part proceeds of Twelfth Night 100

St. Andrew's Church Yester 100

Bow Sen, balance of proceeds of sale of work 201.03

Ministering Child's League 60

Mr. A. B. Johnson (Murray) 15

Mr. N. B. Doolin 10

Lady Gordon (Gifford) 10

Mr. J. U. Head (Pomer) 10

Mr. E. D. C. Wolfe 10

Sale of postals 19.47

Total 100

CHINESE 8. C.

Mr. S. Kwong, c Davis, b Brand 7 25

Yau Man Chung, c Davis, b Hines 11

Ho Wing Loek, run off 11

No. 82 Yau, c Woods, b Bartholomew 32

Wei Wing Loek, c Hines, b Davis 5

Chau Yat Kwong, c Brand, b Bartholomew 6

new 1

Um Hui Fan, not out 22

Ho Wing Ching, b Davis 22

Wenz Po Kie, not out 5

Ho Wing Yuen, not out 5

Wong Po Kampan, c Davis 3

Extra 3

Total 100

GOVERNOR-GENERAL SARRAUT'S VISIT.

A ROUND OF CALLS.

His Excellency the Governor-General of Indo-China, M. Albert Sarraut, arrived on the French steamer "Montcalm" this morning and shortly before ten o'clock made an official landing at Blake Pier. Early this morning M. Sarraut did not enter Hongkong at his best. Dark skin and miasma on the hills gave the city a somewhat wintry aspect, but for all this the scene on the Praya when the distinguished visitor stepped ashore was a brilliant one, the gold and scarlet of the military uniforms lending a vivid touch of colour, and the gathering of residents assembled to pay the respects due to him, as a representative of Great Britain's nearest neighbour and one of her closest friends, was large and representative.

His Excellency made the journey from the pier to the Praya in a steam pinnace flying the blue ensign at the fore, and the French tricolour from the stern, and was received by Captain Connolly, A.D.C.

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BY TELEGRAPH.

(Reuter's Service to the China Mail.)

MRS. PANKHURST'S ADVENTURE.

RE-ARRESTED AT DOVER.

LONDON, Dec. 14.
Mrs. Pankhurst, the Suffragette leader, who was conveyed to France a day or two ago, has now returned to London.

LATER.
Mrs. Pankhurst was re-arrested in a train at Dover leaving for London.

More Suffragette Folly.

Addressing Their Majesties.

Suffragists in Covent Garden Opera House, rising in a box, addressed their Majesties, who were present. The Suffragists protested against the re-arrest of Mrs. Pankhurst and the "torture of women." They were promptly ejected.

BRITISH POLITICS.

Result of South Lanarkshire Bye-Election.

LONDON, Dec. 14.
The result of the South Lanarkshire bye-election is as follows:-

Watson (Conservative) ... 4,257
Morton (Liberal) ... 4,006
Gibb (Labour) ... 1,574
Unionist Majority... 351

[Note:- Sir William Menzies, the Liberal candidate at the last election, was returned by a majority of 1197. There was on that occasion no Labour candidate.—E.D.C.M.]

DOM MANOEL.

Returns to London.
LONDON, Dec. 14.
Dom Manoel and his bride have arrived in London.

NEWSPAPERS AND CHRISTMAS HOLIDAY.

No Christmas Day Publication.

LONDON, Dec. 14.
The English newspapers have unanimously decided not to publish on Christmas Day.

THE AUSTRALIAN POLITICAL DIFFICULTY.

Victory for Labour Party.
LONDON, Dec. 14.
Reuter's Sydney correspondent telegraphs that the second ballot resulted in the return of 48 Labour representatives and 37 Liberals. There are five outstanding elections. The Labour party thus have a working majority.

THE BRITISH PREMIERSHIP.

An Interesting Prediction.

LONDON, Dec. 14.
Toasting Sir Edward Grey at a banquet held in his honour at the National Liberal Club, Mr. Bryce ex-ambassador at Washington, said he looked forward to the time when Sir Edward Grey, Secretary for Foreign Affairs, would be called by the King to one of the highest posts a subject can fill.

The *Morning Post* interprets this to mean that Sir Edward Grey will be the next Liberal Premier.

MR. CHURCHILL AND THE NAVY LEAGUE.

First Lord and Partisan Speeches.

LONDON, Dec. 13.

Mr. Churchill, First Lord of the Admiralty, declined an invitation of the Navy League to attend a luncheon in honour of the officers of the warship *New Zealand* on the ground that the recent speeches at Navy dinners to which he had been invited had been of a partisan character. He mentioned particularly the speech of Lord Milner on the 21st October.

The Secretary of the League replied assuring the First Lord that the speeches would contain nothing in the nature of criticism of the government, and that the occasion would be wholly devoted to welcoming the officers of the Dominion ships.

Mr. Churchill thereupon accepted the invitation.

BY TELEGRAPH.

(Reuter's Service to the China Mail.)

THE GERMAN CROWN PRINCE.

LONDON, Dec. 15.
A telegram from Berlin states that it is understood that the Crown Prince has been relieved of the command of the First Bodyguard of Hussars at Dusseldorf and been transferred to the General Staff at Berlin.

THE "MONA LISA."

Thief Identified by Finger Prints.

FORMERLY EMPLOYED AT THE LOUVRE.

LONDON, Dec. 14.
The thief who stole "La Gioconda" is named Parigia, and was an employee at the Louvre.

The French Ministry for Fine Arts has sent an official to Rome to take over "La Gioconda," and has thanked the Italian Government for its good offices.

The Minister for Public Instruction telegraphed the thanks of the Italian Premier.

The thief was identified by his finger prints. He had previously been convicted of minor offences, and the finger prints taken then correspond with those on the picture frame.

THE MEXICAN CRISIS.

War Vessels Filled with Refugees.

LONDON, Dec. 14.
 Rear-Admiral Fletcher reports that all the British, American, and German vessels at Tampico are filled with refugees. There are still many foreigners ashore.

Orders have been sent to General Biss at Galveston to send a transport to Tampico to embark Americans and foreigners.

Cables from Washington from Admiral Fletcher show that the situation is becoming worse at Tampico, where sharp skirmishing is continuing.

The Federal and Constitutionalists alike are either hanging or shooting their prisoners, numbering 65, three of whom were hanged in the Federal lines, in full sight of the city and the shipping. Admiral Fletcher protested in the name of humanity.

Rebels Enter British Consulate.

In the absence of the British Consul, says a telegram from Juarez, the Rebels entered the Consulate at Chihuahua, and seized and imprisoned the refugee son of Senor Terriza, a great land-owner, from whom they demanded a ransom of \$250,000.

The Rebels, on the Consul's return, refused to allow an appeal to the British Minister at Mexico City.

Admiral Fletcher Threatens to Open Fire.

The American Admiral Fletcher has ordered the combatants at Tampico to cease firing, and threatened to open fire from his warship if they disobeyed.

Both parties complied with the order.

Admiral Fletcher ordered the foreigners to go on board the warships or to congregate on the water front, where they would be protected by big guns.

THE TRIPLE ENTENTE.

International Courtesies Exchanged.

LONDON, Dec. 13.

Telegrams have been exchanged between M. Doumergue, the new French Premier, and Sir Edward Grey, mutually assuring each other of their endeavours to develop and maintain the existing friendship, and similar telegrams have been exchanged between M. Doumergue and M. Sazonoff in regard to the Franco-Russian alliance.

THE HOME RULE CRISIS.

Informal Interchange of Views.

LONDON, Dec. 12.

It is stated that an informal exchange of views on the Home Rule question occurred at a meeting of two Cabinet Ministers and two prominent members of the Opposition. Subsequently a letter was drafted and communicated to Mr. Asquith and Mr. Bonar Law.

MISSRS. PEARMAN'S CONTRACTS.

Contract Refused to Bank.

LONDON, Dec. 13.

Misses Pearmans, the famous firm of engineers and contractors, confirm the report published by the *Press* to the effect that they have refused to carry out the contract for the construction of the new Parliament building in Ottawa.

Mr. Churchill thereupon accepted the invitation.

BY TELEGRAPH.

(Reuter's Service to the China Mail.)

M. C. C. VS. SOUTH AFRICA.

THE FIRST TEST MATCH.

LONDON, Dec. 14.
The score at the conclusion of the first day's play in the first Test Match between the M.C.C. and South Africa was as follows:-

South Africa ... 182

M.C.C. (for two wickets) 94

THE INDUSTRIAL UNREST IN BRITAIN.

Tramwaymen and Gravediggers Strike at Leeds.

LONDON, Dec. 13.
About 1,000 tramwaymen have joined the strike at Leeds, where even the gravediggers have struck work. Clerks are acting as stockers in the Gasworks.

MR. LLOYD GEORGE'S SON ILL.

LONDON, Dec. 13.

The New York Tribune says that Mr. David Lloyd George, the son of the Chancellor of the Exchequer, who

has been with Messrs. Parsons' as an engineer, is seriously ill at San Jose with ptomaine poisoning.

ST. PAUL'S COLLEGE.

Presentation of Prizes.

A YEAR OF PROGRESS.

His Excellency the Officer Administering the Government, Hon. Mr. Claud Saverne, on Saturday evening presented the year's prizes to the students of St. Paul's College, in the presence of a large gathering of college boys and their friends. The proceedings opened with a concert, which was thoroughly enjoyed. Supporting His Excellency on the platform were Dr. Landen, Bishop of Victoria, the Rev. A. D. Stewart, Principal of the College, and members of the staff.

THE PRINCIPAL'S REPORT.

The Principal's report was read in English and Chinese as follows:- It is a pleasant task to present the report of the year's work in a school when the word "advance" is written across each branch of its activities. We are now closing the fifth year of this school's existence and each has marked a forward step in the various departments of school life. Starting in February, 1909, with a staff of two and an enrollment of eighteen, we have now grown to a staff of eighteen, five of whom are English, and a total on the roll for the past year of 340 names, the largest number present at any one time being 230. The average attendance has been good on the whole, 22 boys having attended throughout the year without once being absent, several others missing only once.

One, Chung Yu Kong, is in a fair way to break the world's record for school attendance, having been at this school for five years without the loss of a single day. The work of the past year has been on a higher level than that of past years. The new plan, started this year, of dividing each of the lower classes into A and B, putting the older boys into A, and the younger boys into B, has proved a successful experiment. In the Oxford Local Examination, we had a larger number of passed than failed than in the previous year, a total of 13 out of 20.

Details show that all seventeen passed in the Preliminary section. Ng Ka Kuan passed in all the eight subjects for which he entered, and five others passed in seven subjects each. Eight out of the ten Preliminaries passed in English, which is gratifying.

During the year, 100 boys have been admitted to the school.

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SHIPPING

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

Will despatch VESSELS to the Undermentioned PORTS on or about the DATES named:

STEAMERS.	To SAIL	REMARKS
SHANGHAI, MOJI, KOBE & YOKOHAMA	BORNEO	About 16th Dec.
	Cape P. S. RAN, E.N.E.	Freight and Passage.
SHANGHAI	HIMALAYA	5 p.m. Freight and Passage.
SINGAPORE, VIA USUAL PORTS	DELTA	Noon Freight and Passage.
ROTTERDAM & ANTWERP	SARDINIA	About 24th Dec. Freight and Passage.
via STOM, FINE, C'MBO, PORT SAID & MARSAILLE	CAPT. J. T. JEFFERY	Freight and Passage.
All the above steamers are fitted with Wireless Telegraphy.	E. A. HEWETT, Superintendent.	

CANADIAN PACIFIC ROYAL MAIL STEAMSHIP LINE.

VIA VANCOUVER AND THE CANADIAN PACIFIC RAILWAY.
PROPOSED SAILINGS FROM HONGKONG AND ST. JOHN N.B.
SUBJECT TO ALTERATION.

FOR VANCOUVER FOR LIVERPOOL

From Hongkong From St. John N.B.

EMPERESS OF JAPAN ... Thu., Dec. 18 Wed., Jan. 14.

EMPERESS OF RUSSIA ... Thu., Jan. 1 Sat., Jan. 24.

Steamships leave HONGKONG at 12.00 Noon.

The EMPRESS OF RUSSIA and EMPRESS OF ASIA are now quadruplets—21 knot turbine steamers of 18,500 tons gross—30,000 tons displacement—most luxurious on the Pacific.

All steamers of the Company's Pacific fleet and passenger steamers of the Atlantic Fleet are equipped with wireless telegraphy.

Each Trans-Pacific "Empress" connects with a Mail Express Train and at St. John N.B. with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, speed 20 knots, and are regarded as second to none on the Atlantic.

PASSAGE RATES: HONGKONG TO LONDON

EMPERESS OF RUSSIA Optional Atlantic Port £71-10.

EMPERESS OF ASIA' £71-10.

EMPERESS OF INDIA £65.

EMPERESS OF JAPAN £65.

MONTENAQUE—Intermediate service—First class railway, second cabin Atlantic via Canadian Atlantic Port, £45.

Boston or New York £45.

Meals and sleeping car across Canada not included in any or above rates. If required such will cost £8 additional.

Passengers purchasing Trans-Pacific Round Trip passage tickets have the option of returning from San Francisco by the steamers of the Pacific Mail S.S. Co. or Tokyo Kisen Kaisha.

Local and through passengers may, if desired, travel by rail between ports of call in Japan.

SPECIAL THROUGH RATES (First Class only) are granted to Naval and Military Officers, European Civil Service Officials, Missionaries, etc.

Full particulars on application to Agents.

Through Passengers are allowed "Stop Over" privileges at the various points of return on route.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to

D. W. GRADDOCK, General Traffic Agent,
Corner Fader Street and Praya (opposite Blake Pier).

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)
PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

DESTINATION STEAMER SAILING DATE Displacement

MARSEILLE, LONDON AND ANTWERP, Via SAGA MARU (WEDNESDAY, 17th Dec.) Tons 12,500 Dec. at Daylight.

SINGAPORE, PENANG, COLOMBO, SUEZ AND ATSUTA MARU (WEDNESDAY, 1st Dec. at 11 a.m.) Tons 18,000 Dec. at Daylight.

VICTORIA, B.C., & SEAT. TIDE, VIA SHANGHAI, MOJI, KOBE, YOKKAICHI & YOKOHAMA (Capt. Asakawa, Tons 12,500 Dec. at Noon.) TUESDAY, 16th Dec. at 11 a.m.

KOBE & YOKOHAMA MIYASAKI MARU (Capt. Soeda, Tons 16,000 Dec. at 11 a.m.) THURSDAY, 18th Dec. at Noon.

MAGASAKI, KOBE AND TANGO MARU (Capt. M. Yoshikawa, Tons 13,500 Dec. at 11 a.m.) TUESDAY, 16th Dec. at 11 a.m.

BOMBAY, VIA SINGAPORE, KAMAKURA MARU, (Capt. Horii, Tons 12,500 Dec. at 11 a.m.) THURSDAY, 18th Dec. at 11 a.m.

SINGAPORE AND MELBOURNE, KUMANO MARU (Capt. Winckler, Tons 9,300 Dec. at Noon.) THURSDAY, 17th Dec. at 11 a.m.

DAY ISLAND TOWNS, TANGO MARU (Capt. T. Sakine, Tons 13,500) JAP. at Noon, VILLE AND BRISBANE (Capt. T. Sakine, Tons 13,500) JAP. at Noon.

CALCUTTA VIA SINGAPORE, HAKATA MARU (Capt. Murasumi, Tons 12,000 Dec. at 11 a.m.) SATURDAY, 27th DEC. at 11 a.m.

SHANGHAI, MOJI, KOBE, PENANG MARU, (Capt. Murasumi, Tons 12,000 Dec. at 11 a.m.) FRIDAY, 19th DEC. at 11 a.m.

YOKOHAMA (Capt. Murasumi, Tons 12,000 Dec. at 11 a.m.) FRIDAY, 19th DEC. at 11 a.m.

3 ships with new system of wireless telegraphy.

1 cargo only.

PASSENGER SEASON—1914
FOR EUROPE

MIYASAKI MARU 16,000 tons sails Wednesday 28th January.

KITANO MARU 16,000 " 11th February.

IYO MARU 12,500 " 24th February.

HIRANO MARU 16,000 " 11th March.

KAGORI MARU 20,000 " 25th March.

KAMO MARU 16,000 " 8th April.

KASHIMA MARU 20,000 " 22nd April.

FOR AMERICA

SHIZUOKA MARU 12,500 tons sails Tuesday 27th January.

JAPAN MARU 12,500 " 10th February.

AKI MARU 12,500 " 24th February.

SAIGO MARU 12,500 " 10th March.

TOHOKA MARU 12,500 " 24th March.

MARU 12,500 " 7th April.

1 ship of 1000 tons between Steamers calling Ports in Japan.

For further information, apply to

T. KUSUMOTO, Manager.

1 cargo only.

HONGKONG'S MUSICAL HISTORY

BY E. L. C. GARRETT.

Being a reprint of a series of articles that appeared in the CHINA MAIL.

50 cents.

SHIPPING

PACIFIC MAIL S.S. CO.

THE AMERICAN LINE TO SAN FRANCISCO

Via Shanghai or Manila, Nagasaki, Island Sea, Kobe, Yokohama and Honolulu.

16th Dec. Freight and Passage.

18th Dec. Freight and Passage.

20th Dec. Freight and Passage.

22th Dec. Freight and Passage.

24th Dec. Freight and Passage.

26th Dec. Freight and Passage.

28th Dec. Freight and Passage.

30th Dec. Freight and Passage.

1st Jan. Freight and Passage.

3rd Jan. Freight and Passage.

5th Jan. Freight and Passage.

7th Jan. Freight and Passage.

9th Jan. Freight and Passage.

11th Jan. Freight and Passage.

13th Jan. Freight and Passage.

15th Jan. Freight and Passage.

17th Jan. Freight and Passage.

19th Jan. Freight and Passage.

21st Jan. Freight and Passage.

23rd Jan. Freight and Passage.

25th Jan. Freight and Passage.

27th Jan. Freight and Passage.

29th Jan. Freight and Passage.

31st Jan. Freight and Passage.

1st Feb. Freight and Passage.

3rd Feb. Freight and Passage.

5th Feb. Freight and Passage.

7th Feb. Freight and Passage.

9th Feb. Freight and Passage.

11th Feb. Freight and Passage.

13th Feb. Freight and Passage.

15th Feb. Freight and Passage.

17th Feb. Freight and Passage.

19th Feb. Freight and Passage.

21st Feb. Freight and Passage.

23rd Feb. Freight and Passage.

25th Feb. Freight and Passage.

27th Feb. Freight and Passage.

29th Feb. Freight and Passage.

1st Mar. Freight and Passage.

3rd Mar. Freight and Passage.

5th Mar. Freight and Passage.

7th Mar. Freight and Passage.

9th Mar. Freight and Passage.

11th Mar. Freight and Passage.

13th Mar. Freight and Passage.

15th Mar. Freight and Passage.

17th Mar. Freight and Passage.

19th Mar. Freight and Passage.

21st Mar. Freight and Passage.

23rd Mar. Freight and Passage.

25th Mar. Freight and Passage.

27th Mar. Freight and Passage.

29th Mar. Freight and Passage.

31st Mar. Freight and Passage.

1st Apr. Freight and Passage.

3rd Apr. Freight and Passage.

5th Apr. Freight and Passage.

7th Apr. Freight and Passage.

9th Apr. Freight and Passage.

11th Apr. Freight and Passage.

13th Apr. Freight and Passage.

15th Apr. Freight and Passage.

17th Apr. Freight and Passage.

19th Apr. Freight and Passage.

21st Apr. Freight and Passage.

23rd Apr. Freight and Passage.

25th Apr. Freight and Passage.

27th Apr. Freight and Passage.

29th Apr. Freight and Passage.

1st May. Freight and Passage.

3rd May. Freight and Passage.

5th May. Freight and Passage.

7th May. Freight and Passage.

9th May. Freight and Passage.

11th May. Freight and Passage.

13th May. Freight and Passage.

15th May. Freight and Passage.

17th May. Freight and Passage.

19th May. Freight and Passage.

21st May. Freight and Passage.

23rd May.

MONDAY, DECEMBER 15, 1913.

THE CHINA MAIL.

SHIPPING

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY

HOMEWARD PASSENGER SEASON, 1914.
PROPOSED SAILINGS OF MAIL STEAMERSFOR
MARSEILLES & LONDON,TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Connecting Steamer Leaves YOKOHAMA	STEAMERS to COLOMBO	Leave SHANGHAI	Leave HONG- KONG	Connecting Steamer from COLOMBO to MARSEILLES and LONDON	Due at MARENG- LLES (London 1 day later)	Due at PLYMOUTH (London)
p.m.	8 p.m.	noon				
Thurs.	Tues.	Satur.				
JAN. 8	EGYPT... Jan. 13.	MOOLTAN ...	Feb. 13	Thursday	Feb. 19	Feb. 19
JAN. 22	DEVANHA ... Jan. 13.	31 M. REA...	Feb. 19	Mar. 5	Mar. 13	Mar. 19
FEB. 5	CHINA ... Feb. 10.	14 MALOJA...	Mar. 13	Mar. 19	Mar. 27	Apr. 2
FEB. 19	ASSAYE ... Feb. 14.	28 MARMORA...	Mar. 13	Mar. 19	Mar. 27	Apr. 16
MAR. 5	INDIA ... Mar. 10.	14 MODAVIA...	Apr. 10	Apr. 16	Apr. 24	Apr. 30
MAR. 19	DEVANHA ... Mar. 24.	28 MEDINA...	Apr. 10	Apr. 16	Apr. 24	Apr. 30
APR. 2	ARCADIA ... Apr. 7.	11 MONGOLIA...	May 8	May 14	May 22	May 28
APR. 16	DELTA ... Apr. 21.	25 MALWA...	May 8	May 14	May 22	May 28
APR. 30	ASSAYE ... May 5.	9 MOOLTAN ...	June 5	June 11		

Passenger change Steamer to COLOMBO, and thence to BRINDISI transfer also to the Express Mail Steamer to PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of booking.

FARES TO LONDON AND MARSEILLES

The Fares to London and Marseilles are as follows:

LONDON	1ST SALOON "A"	Accommodation SINGLE	250.	RETURN	297.
2ND SALOON "A"	"	"	250.	"	297.
"B"	"	"	250.	"	297.
MARSEILLES					
1ST SALOON "A"	Accommodation, SINGLE	261.	261.	RETURN	291.
"B"	"	261.	261.	"	291.
2ND SALOON "A"	"	"	261.	"	291.
"B"	"	"	261.	"	291.

IN ADDITION TO THE ABOVE MAIL STEAMERS
INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS
WILL LEAVE FORLONDON,
CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES.
PROPOSED SAILINGS:

STEAMERS	Leave SHANGHAI	Leave HONG- KONG	Leave SINGAPORE	Leave MARENG- LLES	Due at LONDON
	about	about	about	about	about
BORNEO ...	Jan. 6	Jan. 17	Jan. 21	Jan. 27	Feb. 23
NANKIN ...	Jan. 20	Jan. 31	Feb. 4	Feb. 19	Mar. 4
NYANZA ...	Feb. 3	Feb. 14	Feb. 18	Feb. 24	Mar. 23
NORE ...	Feb. 17	Feb. 28	Mar. 4	Mar. 10	Apr. 5
NILE ...	Mar. 3	Mar. 14	Mar. 18	Mar. 24	Apr. 21
MALTA ...	Mar. 17	Mar. 28	Apr. 1	Apr. 7	May 5
KHIVA ...	Mar. 31	Apr. 11	Apr. 15	Apr. 21	May 18
NUBIA ...	Apr. 14	Apr. 25	Apr. 29	May 6	June 3
NAURU ...	Apr. 28	May 9	May 13	May 20	June 18

* New Steamer
These Steamers call also at PORT SWETTENHAM, PENANG, and COLOMBO.

FARES TO LONDON

1ST SALOON £50. SINGLE: £70. RETURN: £85.

2ND SALOON £35. FARES TO MARSEILLES:

1st Saloon £46 Single.
2nd Saloon £33.

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy.

THE ABOVE RATES ARE SUBJECT TO A SURTAX OF 10%.

For further particulars apply to

E. A. HEWETT,
Superintendent.NORDDEUTSCHE LLOYD,
BREMEN

IMPERIAL GERMAN MAIL LINES

FOR	STEAMERS	TONS	TO SAIL
NAPLES, GENOA, ALGIERS, PRINCESS ALICE, GIBRALTAR, SOUTHAMPTON, TON, ANTWERP & BREMEN	Capt. J. Borlotti, (60,300)	WEDNESDAY, 24th Dec., at 10 a.m.	
SHANGHAI, NAGASAKI, LUTZOW, KOBE & YOKOHAMA	Capt. T. Textor, (16,900)	THURSDAY, 25th Dec.	
MANILA, ANGAT, YAP, NEWGUINEA, BRISBANE, SYDNEY & MELBOURNE	Capt. L. Klugkist, (6,750)	SATURDAY, 27th December, at 9 a.m.	
PRINZ SIGISMUND, KOBE	Capt. A. Herting, (6,000)	TUESDAY, 8th Jan.	
JESSELTON, KUDAT AND BORNEO, BANDAKAN	Capt. J. Kosher, (S)	SATURDAY, 3rd January.	

All the steamers of the European Line are fitted with Wireless Telegraphy. Now System of Telephonik.

For further particulars apply to

Norddeutscher Lloyd
MELCHERS & CO.,
General Agents, Hongkong & China.

HAMBURG-AMERIKA LINIE

IN CONJUNCTION WITH
Deutsche Dampfschiffahrtsgesellschaft "HANSA"REGULAR SAILINGS FROM JAPAN, CHINA AND PHILIPPINES,
VIA STRAITS AND COLOMBO,
TO MARSEILLES, HAVRE, BREMEN & HAMBURG, & TO NEW YORK
AND FROM MANILA, HONGKONG & JAPAN TO VANCOUVER (B.C.)
AND PORTLAND (O.R.)

TAKING cargo at through rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and North and South American Ports.

NEXT SAILINGS FROM HONGKONG

Outward Homeward.

For Shanghai, Kobe & Yokohama

S.S. JEANARA ... 16th Dec.

S.S. SILESIA ... 20th Dec.

S.S. PEUSSEN ... 30th Dec.

S.S. C.J.D. AHLERS ... 8th Jan.

S.S. BELGAVIA ... 13th Jan.

S.S. SPIZZA ... 23rd Jan.

S.S. SCANDIA ... 9th Feb.

S.S. HOERDE ... 24th Feb.

S.S. BAYER ... 3rd Mar.

For further particulars apply to

HAMBURG-AMERIKA LINIE, Hongkong Office.

Showers, Winters, & Dots, General Manager.

Fares, Light & Fast in Every Cabin, Competent Servants, etc.

For freight or freight apply to

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BECK & CO.,

BREMEN,

KAISER BREWERY.

BECK'S

BEER

Key Brand

\$16.00 per case

OF -

6 dozen pints.

- ORE -

4 dozen Quarts.

HONGKONG AGENTS:

**MacEwen, Frickel
& Co.**

STEAMERS PASSED SUEZ CANAL.

November 25, *Lewiss*, *Ninchow*, Syria.
November 28, *Bentwich*, Pecus.
Elan Bismarck, *Tarsus*, *Nursie*.
December 2, *Bendora*, *Yeddo*, *Yannan*,
Pekin, *Singapore*, *Rehun*.

Arrivals.

December 6, *Dumbaa*, *Kerber*,
Kiano, *Mars*, *Kleit*, *Lutou*, *Somai*,
Shen, *Preuen*.
December 9, *Dundur*, *Glenor*, *Byron*,
Adrian, *King*, *Sumatra*, *Meford Hall*,
Feder.
December 12, *Bohemia*, *Ernest Simon*,
Manza, *Neles*.

Arrivals from CHINA.

December 12, *Uyern*, *Cyclop*, *Kamo*,
Maw.

Arrivals.

STEAMERS EXPECTED.

The P. & O. S. N. Co.'s s.s. *Bimudaya* with the English Mail left Singapore on Saturday, the 13th Dec., at 9 a.m., and is due to arrive on Thursday, the 18th Dec., at 10 a.m. This packet brings the parcel mails closed in London for despatch by the air, a route on the 12th ult., and for despatch overland on the 13th ult.

The P. & O. S. N. Co.'s s.s. *Chin* sailed from Yokohama Friday, the 12th Dec., at noon for Hongkong via Manila.

United States mails have been transferred to the Nippon Yusen Kaisha's *Kaga Maru* which is scheduled to arrive at Hongkong on the 21st Dec.

The C. P. R. Co.'s R.M.S. *Empress of Asia* left Vancouver on the 6th Dec., and

The C. P. R. Co.'s R.M.S. *Empress of Asia* arrived Vancouver between 2 and 4 p.m. on Dec. 11th.

The C. P. R. Co.'s R.M.S. *Empress of Asia* left Yokohama between 2 and 4 p.m. on Dec. 12th.

Other Vessels.

The American and Manchurian Line's s.s. *Endale* left New York on 25th Oct. and is due here on or about the 15th Dec.

The P. & O. S. N. Co.'s s.s. *Borneo* left Singapore for this port on the 10th Dec., at 7 a.m., and is due here on the 18th Dec., at about 8 a.m.

The T. C. S. N. Co., Ltd.'s s.s. *Yusheng* left Singapore on the 30th November, due Hongkong on the 10th December.

The Y. K. K. M. *Mayas* Maru (Euro-Asian Line) left Singapore on the 11th Dec., and is expected here on the 17th Dec., and

The Y. K. K. M. *Yung Maru* (Imperial Line) left Bombay for this port via Colombo on the 30th Nov., and is due here on the 18th Dec.

The T. C. S. N. Co.'s s.s. *Yusheng* left Singapore on the 10th Dec., and is due here on the 18th Dec.

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